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Hongkong, 22nd December, 1903.**

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BIRTH.

At Stokes Bungalow West, Peak, on the 12th inst., the wife of ANDREW HEATH, a son.

HONGKONG OFFICE: 104, DES VOGES ROAD CH. LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, FEBRUARY 13TH, 1907.

THE HONGKONG DAILY TELEGRAPH'S correspondent at St. Petersburg has just telegraphed that "the crux of the whole situation in Russia is the money question." With only the slightest reaching after double meaning, the words may be taken as apt to the case of China. Financially, as Mr. GEORGE JAMIESON recently wrote, China is strong, but none the less it is true that "the money question" pervades every corner of her present politics. A well-informed correspondent in North China, writing us privately with reference to the situation generally, and to the re-assertion of the Manchu in particular, reluctantly (as becomes an optimist toward things Chinese) abandons the present hope of reforms which recent manifestations had inspired, but seeks consolation in the following significant phrase: "But if the Reform Party can lay hands on some more money to be doled out among court circles, they may yet win the day." Think of it! Even reform has its price in China, and though the end may be said to justify the means, it is not a pleasant thing to think of, for the foreign friends of China who have been hoping against hope for the uplifting of this vast nation. The word to which we have given the emphasis of italics shows that a well-informed observer entertains the opinion that what little symptom of reform has been vouchsafed has been bought and paid for. This, if accepted, explains much that has been puzzling in the remarkable

alternation of reformative and reactionary edicts during recent months. It would appear that the numerous individual "rice Christians" with which the missionaries are familiar in China have their national prototype; that there are, in short, "rice reformers" at Peking. The thing is by no means unthinkable. To those who have carefully watched the various straws wind blown, and who have remembered their general direction, it will not occasion the slightest surprise. Mandarinism in general is worse than corrupt; it appears to be conscienceless; and the instinct of patriotism is not in it. Money is the only thing it sees—speaking of it as a class—from high to low. The EMPRESS DOWAGER knows this quite well; perhaps even reckons on it sometimes. In the latest Edict regarding opium, insisting that the Throne is in earnest in desiring to weed out this evil, expressions are used that show how little confidence the ruler has in his (or her) subordinates. Viceroys, Governors, and Tartar Generals are warned against evading the Edict by subtleties intended to deceive, an implication, like the recent order that officials should cease to oppress and "squeeze" the people, suggestive of the nature of past experience. We have not here said anything worse of the official class of China than we have often said before, and we have said nothing derogatory that is not being said by competent observers everywhere. In China, according to a recent issue of our Shanghai contemporary,

"With a sound proletariat, possessed of many good qualities and considerable strength of a passive character, we have a hopelessly corrupt and incompetent official class. Until this incubus is removed it would appear idle to expect any good qualities with which the Chinese may be endowed by nature to assert themselves for the benefit of the nation as a whole. Where the governing body is devoid of all sense of morality, political or commercial, there can be no national honesty; and those who have trade dealings with Chinese can only hope that the adage of 'adversus application' that honesty is the best policy will avail to deter the mercantile classes from falling to the lower standard of morality in vogue with their corrupt oligarchy. Sooner or later this traditional order of things must be broken down, whether peacefully or violently it cannot yet be said; but in the meantime the outlook from the point of view of China's own interests is gloomy."

The European public, attaching far more importance than we have ever done to recent promises and signs of reform, had better be prepared for disappointment; and our honest Chinese friends, who would gladly see more than the opium evil removed from their Empire, will understand that in extending to them the good wishes customary on this particular day, the expression thereof contains more than its superficial meaning. But that the next New Year will find them nearer to the goal, we lack the courage at present to do more than hope.

The entire Spanish Cabinet has resigned owing to the bitter dissensions among the clerical and anti-clerical party.

The baby born to Captain J. M. Davidson, of the 4th Batt. The King's Regt., and Mrs. Davidson, at Shanghai, was a son, and not a daughter as at first announced.

The case in which the Robinson Piano Co. at Shanghai prosecuted a tuner called Garcia, an ex-employee, for competing with it, is announced to be undergoing private settlement. The Judge at Shanghai said it was a case that ought to be settled. We recently gave an abstract of the evidence and argument.

The Nonfanpoo publishes a Tientsin telegram of the 6th instant stating that while H.E. Viceroy Yuan Shih-kai was entertaining that day to dinner H.E. Yang Shih-ch'i, Junior Vice-President-designate of the Ministry of Agriculture, Works and Commerce, a suspicious character managed to get into the Viceroy's yamen upon being arrested confessed to an intention to assassinate their excellencies.

His Royal Highness the Duke of Connaught, before his departure from the Colony was pleased to accept a copy of the calendar of the Liverpool London and Globe Insurance and Western Assurance Companies, of which Messrs. Wm. Meyerink & Co. are the local agents. The calendar bears an excellent picture of the sixth scene of the play performed at the Ko Shing Theatre for the entertainment of their Royal Highnesses.

The following have been selected to play for the H.K.F.C. in the Rugby match against Lieut. Tyeedie's XV to-day (Wednesday). Kick-off 4.30 p.m. The Club will play in colours. Referee:—J. Clark. Back, B. Johnson; Three-quarter, W. J. Davis, C. M. Preshaw, Claxton and F. C. Kendall; Halves, J. Hall and L. T. Blackburn; Forwards, H. G. C. Bailey, A. Gange, F. C. Hall, R. G. Munro, H. F. Chard, Macbethraith, T. J. Toplis and C. B. Hayward.

It is reported in Mandarin circles that the Tartar General of Ill, Northern Chinese Turkestan, is anxious to obtain a foreign loan of a million taels as sinews of war for reform work within his jurisdiction, and that he has sent a special officer to confer with the officials of the Hongkong and Shanghai Banking Corporation with reference to the proposed loan. The Tartar General offers as guarantee for the return of this loan the contributions of the Imperial Customs, which are sent yearly to him to run the government there.

The Chinese Government has selected a large piece of land at Erh-tsook as the site for the foreign settlement of the newly opened port of Changchun, Kirin Province, and the foreign concessions at Kirin, Harbin, Manchuria and other opened cities in Manchuria will be selected after Chinese New Year.

The British Minister has notified the Wai-wu that the British Government has ordered a number of military officers to delimit the exact frontier of Burma and Yunnan. The Wai-wu has thereupon ordered Viceroy Ting Chiao-to of Yiu-Kuei to send also Chinese officers to the frontier, who will have to see that no Chinese territory will be trespassed upon. Properly speaking, there could be no question where the line of the frontier between the Rivers Laitan (Mekong) and Lu (Salween) should go.

There was a large attendance of representatives of British Companies at a meeting held on February 7th at Shanghai to discuss the proposed action of the Hongkong Government to enforce a strict compliance with the provisions of the Companies Ordinance. A small Committee was appointed to inquire fully into the matter and report to a second meeting to be called at a later date. We give elsewhere a full report from the North China Herald of this meeting.

By kind permission of Lieut.-Col. Price, D.S.O., and Officers, the Band of the 1.9th Duke of Connaught's Own Baluchis will play the following programme of music at the above hotel during dinner on Thursday, the 14th February, 1907, (weather permitting):

March—"A. T. Thompson".....Costa
Overture—"Lodoiska".....Cherubini
Song—"Hushen".....Nesbitt
Selection—"A. T. Thompson".....Monckton
Chant Sans Parole.....Iochakowsky
Spanish Valse—"Serralle".....Matador
Selection—"The Gondoliers".....Sullivan
Two Steps—"Mr. Hicks of New York".....Raymond
God Save the King.

SUPREME COURT.

Tuesday, February 12th.

BEFORE SIR FRANCIS PIGGOTT (CHIEF JUSTICE).

WAI WING HONG BANK v. SUI WING CHEONG FIRM.

This action in which the plaintiffs claimed from the defendants the sum of \$20,000 due for money lent, was concluded.

Mr. M. W. Slade, instructed by Mr. D. V. Stevenson (of Messrs. Dawson, Lecker and Deacon) appeared for plaintiffs, and Hon. Mr. H. E. Pollock, K.C., instructed by Mr. C. F. Dixon (of Mr. John Hastings' office) represented the defendants.

It will be remembered that in reply to the counterclaim for \$20,000 the plaintiffs stated that the sum was paid by the defendants on behalf of, and at the request of Chan Tan-po, one of the partners in the defendant firm, as his share in the capital of the plaintiff bank.

After hearing the voluminous evidence which has occupied the time of the Court for the greater part of three weeks, his Lordship gave judgment for the plaintiffs on the claim and counter claim, holding that the money was deposited with the bank on behalf of Chan Tan-po, but at the same time he was not of opinion that this man was a partner in the bank.

MARINE COURT.

Tuesday, February 12th.

BEFORE LIEUT. C. W. BECKWITH, R.N. (HARBOUR MASTER).

A CARELESS COXSWAIN.

An inquiry was held into the circumstances of a charge brought by Mr. F. F. Boy against Pang Fat, master of the licensed steam launch Lee Fat, with failing to observe the rules of the road on the 9th inst. in Victoria Harbour.

Mr. Boyet stated that he left Murray Pier in his launch Gretchen at about 1.5 p.m., when off the Naval Torpedo Depot one of the Chin ese Yammies ferry launches came across his port bow at full speed. As a collision seemed inevitable, his launch slowed down and ported her helm. The ferry launch went straight across and proceeded to Yammie. As this had occurred frequently before, he made it his business to report it. He found that the launch was the Lee Fat.

Mr. W. L. Carter, who was on board the Gretchen at the time of the occurrence, gave corroborative evidence.

His Worship found defendant guilty of gross carelessness in the execution of his duty as coxswain, and suspended his certificate for three months, at the expiration of which time he would have to undergo a further examination if he wished to again possess a certificate.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—

On the 12th at 12.05 p.m.—The barometer has fallen slightly on the China coast.

Pressure is highest over Central China, and gradients are mostly slight.

Free to moderate monsoon may be expected in the Formosa Channel and the China Sea.

The Japanese returns are lacking.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

Hongkong & Neighbourhood (°) N.E. winds, moderate.
Formosa Channel..... Same as No. 1.
South coast of China between Hongkong and Lanouks..... Same as No. 1.
South coast of China between Hongkong and Hainan..... Same as No. 1.
(°) E. winds, fresh; fine at first, cloudy and misty later.

TELEGRAMS.

[REUTER'S SERVICE.]

EXPLOSION ON FRENCH TORPEDO BOAT.

LONDON, February 10th.

An explosion occurred in the engine room of a French torpedo-boat on a speed trial, off L'Orient. Nine of the crew were killed.

RUGBY FOOTBALL.

LONDON, February 10th.

Ireland beat England by 17 to 9.

THE KING AND QUEEN'S VISIT TO PARIS.

LONDON, February 10th.

The King and Queen have returned to London. The visit to Paris was a great success in every way.

THE UNITED STATES.

LONDON, February 10th.

Mr. Cortes, the Justice of Paterson, New Jersey, who was instrumental in capturing a gang of foreign law-breakers, has been blown to pieces in opening an infernal machine received by express. His son is seriously injured, and the office wrecked.

RUSSIA.

LONDON, February 10th.

The Tsar has ordered the issue of 4½ State Roubles for Rbls. 70,000,000 to meet the requirements of the famine and other urgent extraordinary expenditure.

THE CALIFORNIAN SCHOOL QUESTION.

LONDON, February 10th.

President Roosevelt and Mr. Metcalfe have again conferred with the Californian Congressmen, and it is stated that a mutual understanding was arrived at and that a satisfactory settlement would be reached.

CHURCH AND STATE IN FRANCE.

LONDON, February 10th.

The Pope has rejected the proposals of M. Briand, objecting to the form of contract.

MR. CHAMBERLAIN.

LONDON, February 10th.

It is announced that although Mr. Chamberlain has progressed favourably, he will not return to the House of Commons before Easter.

THE AMER OF AFGHANISTAN.

LONDON, February 11th.

The Standard's correspondent in Calcutta states that the Amer of Afghanistan has been initiated a Freemason.

NAVAL APPOINTMENT.

LONDON, February 11th.

Captain Troubridge, R.N., late Naval Attaché at Tokyo, has been appointed chief of the Staff of Vice-Admiral Drury, the new Commander in the Mediterranean.

THE CHINESE CUSTOMS.

LONDON, February 11th.

The Tribune states that Sir Robert Hart will leave China in a fortnight, for two years' leave, and is not expected to return. This action is the outcome of the position in which he is placed by the appointment in May last of two Chinese Commissioners over him.

[Really, "Renter" is becoming remarkably pertinent. The latter sentence, so thoroughly informative, was well worth the cost of telegraphing.]

THE GERMAN ELECTIONS.

LONDON, February 11th.

A sensation has been caused in Germany by the publication of some purloined electoral correspondence showing that the Navy League, always understood to be non-political, received Mks. 30,000 and other support from Prince Buelow and the Colonial Office for printing literature against the Centre.

[N.-O. Daily News' Service.]

RUSSIAN EVACUATION OF MANCHURIA.

TOKYO, February 7th.

The Moscow regiment has already evacuated Harbin. Other regiments in Kirin and neighbourhood will commence to leave on March 1st. Lung sickness is spreading to a serious extent in the region of Chingyohang, and in spite of the danger the Chinese authorities remain idle. In Kuantung the Government-General has been compelled to take military steps with the commander of the local garrison as chairman of a Sanitary Commission. Travellers' cargo coming from the infected area has been ordered off the railway zone.

GALES IN THE PACIFIC.

TOKYO, February 7th.

The T.K.K.S. America Maru has arrived at San Francisco from Yokohama in a crippled condition, having encountered terrific gales in the Pacific.

FURTHER DETAILS FROM ASHIO.

TOKYO, February 7th.

Eight ringleaders and a Socialist correspondent have been arraigned on a charge of incitement in connection with the disturbances at Ashio.

Mr. Minami, the director of the Copper Company, is not dead, as was reported; his condition is said to be improving.

There are 150 employees missing, while fifteen are in hospital.

Last night the rioters instituted a search among the hotels in the town in the hope of finding mining employees. The people of Ashio are panic-stricken. The legal officials fled in disguise, the majority to Toohigi prefecture.

Policemen have been dispatched to Ashio, in addition to the fifty sent from Gunma prefecture, while 370 soldiers arrived this afternoon.

The disturbances at Ashio are subsiding. Troops have been distributed over the district and have given chase to the rioters. Several of the latter have been injured in falling over a cliff.

A state of siege was declared this afternoon at Ashio.

HONGKONG CRICKET CLUB.

To-day (Wednesday), the Hongkong Cricket Club will play the "Garrison," commencing at 11 a.m. sharp. The following are the selected players:—Messrs. R. Hancock, H. Hancock, W. C. D. Turner, W. A. Powell, C. H. Mackay, G. E. Morrell, H. W. Woodward, R.N., E. A. Fowler, H. R. Phelps, R. A. B. Ponsbury and W. Peake.

On Thursday, the 14th, the Club will meet the "United Services" also at 11 a.m.

The following will represent the Club:—

Messrs. R. Hancock, H. Hancock, W. C. D. Turner, T. E. Pearce, W. A. Powell, C. H. Mackay, G. E. Morrell, E. A. Fowler, R. A. B. Ponsbury, W. Peake and A. A. Chilton.

Reserve:—Mr. H. R. Phelps.

FOOTBALL CHALLENGE SHIELD.

The second round ties will be played as under:—

Y.M.C.A. v. "G Co." on Thursday on Club ground at 3.30. Mr. P. S. Jamieson, referee.

R.A. v. Lusitano F.C. on Thursday, on Military ground at 4 p.m. Mr. Blake, referee.

"F Co." v. Hongkong Club on Saturday at 3.30. Lieut. Forbes, referee.

R.F. v. King Alfred the not yet fixed.

CHARGE AGAINST A KOREAN PRINCE.

A GINSENG CONTRACT.

In the civil case between Hyon Hwang-tak and Prince Min Yong-ik which was heard on Jan. 18th before Mr. Eitaki, Consul-General for Japan, at the Japanese Consular Court, Shanghai, Hyon Hwang-tak was represented by Mr. Wampet Tashiro, M.P., a member of the Japanese Bar, but Prince Min, the defendant, did not appear, and thus the plaintiff got the case in his favour. The case was for the amount of 75,000, being the damage claimed by the plaintiff in connection with a transaction of ginseng. Prince Min hid himself, and his refusal was now attacked by the plaintiff, so as to secure the sum due to him from Prince Min. It is not a case of a criminal charge against the Prince as erroneously reported.

JAPANESE SHIPPING.

Mr. Kondo Rempo, President of the Nippon Yusen Kaisha, explaining to the Minister of Communication the term upon which the interests of the N.Y.K. and the O.S.K. and the Kama and Daito Kaisha have been amalgamated said that the capital of the new concern would be twelve million yen, out of which about eight millions would be taken by the existing companies and four millions would be offered to the public. It is understood that the Treasury will increase the subsidies previously given to the independent companies, so that the amalgamated concern will be in receipt of 800,000 yen of public money. Services will be opened, not only in the Yangtze, but also along the coast of China, within such limits, however, as shall obviate competition with the existing lines of the Nippon Yusen Kaisha and the Osaka Shosen Kaisha. There is a rumour that the name of the united company will be the Nishin Kisen Kaisha.

THE KOREAN IMPERIAL WEDDING.

INTERESTING SPECTACLE.

Describing the wedding procession in Seoul on the occasion of the marriage of the Korean Crown Prince last month the Korea Daily News gives some interesting details. Our contemporary says:—A magnificent blaze of colour was the impression which we first received of the procession of the bride-elect of the Crown Prince to the Palace. We expected a larger procession than we saw, but our disappointment was more than alleviated by the splendour of the procession and the populace. Greens, yellows, pinks and blues, all in striking contrast and likely to be bizarre, formed themselves into truly a delicate harmony.

The procession passed up the big street at about four o'clock. The first to come were a number of female servants of the bride. They were mostly old women, and their march was something to be seen. Following them came a number of Palaces' gisang, each one clad gorgeously, and everyone carrying a pink parasol. Later came the state chairs of the bride; there were two of them, and the bride was in the second one. Meanwhile squads of soldiers were marching up either side of the street, and at the chair of the future Empress of Korea passed through, the crowd stood back to make room. Following the chair of the bride were many officials, all on horseback.

The colours were glorious, but the procession could not have been more than a quarter of a mile long, which is a disappointment when we remember the interminability of a funeral procession. At six o'clock the foreign representatives were received in audience. The Belgian Consul-General, M. Vincart, the Doyen of the Consular Corps, delivered a congratulatory speech. General Hasegawa stood near the Emperor and looked fierce. Subsequently there was a review at the smaller palace, at which all the foreign representatives and their foreign subordinates and General Hasegawa's coachman attended. Neither the Emperor nor the Crown Prince was present.

SUDDEN DEATH OF CAPTAIN TILLET.

TILLET.

It was with profound regret that his many friends learned yesterday of the sudden death of Captain Alexander Tillet, late Marine Superintendent of the Canadian Pacific Railway Co., at the age of 63 years. The deceased gentleman, who was an old resident of the Colony, had for some time been suffering from heart disease, and it was the acute attack he experienced on Monday night that resulted in his death. Last summer the same complaint compelled him to leave Hongkong for the more bracing climate of Vancouver, from which place he returned after his holiday, apparently in the best of health, and in this condition he entered the dining room of the Hongkong Club on Monday night. Before dinner was finished, however, he was taken suddenly ill, and had to be carried to his room by several gentlemen who were present. There he expired a few minutes later, and the subsequent examination of medical men proves that the old complaint was the cause of death.

Some years ago Captain Tillet was in the Orient Company running between London and Australia. Later he joined the C.P.R. for the purpose of superintending the building of the three Empress steamers. On completion of this task he was placed in command of the Empress of China and brought her to Hongkong on her maiden trip to the East. After continuing his command of the same vessel for a voyage or two between this port and Vancouver the Captain relinquished his post to join the Hongkong branch of the C.P.R. as Marine Superintendent, and this position he held for about twelve years, leaving the service in March, 1902, since which time he has been living on his private income. Captain Tillet leaves a wife and family in England to mourn his loss, and the sympathy of his large circle of friends undoubtedly goes out to them.

The remains were interred at Happy Valley yesterday, when the Rev. F. T. Johnson, assisted by the Rev. J. H. Francis, conducted the burial service. Among those present were Messrs. W. D. Craddock, T. F. Hough, D. Clark, F. C. Wilford, A. G. Morris, J. Y. V. Vernon, F. W. Edwards, T. Hornby, W. H. Gaskell and C. H. Giddey.

POLICE COURT.

Tuesday, February 12th.

BEFORE MR. F. A. HAZELAND (FIRST POLICE MAGISTRATE).

TRESPASSERS.

In consequence of complaints received the police raided the servants' quarters of the Y.M.C.A. buildings on Monday night and arrested seven trespassers, who were fined \$5 each.

RETRAYED BY A LIGHT.

A Chinaman entered the actors' quarters of the Chung Hing theatre at five o'clock yesterday morning and abstracted a long silk coat belonging to one of the actors. He was foolish enough then to get a lamp and light it in order to see his way out. The light attracted attention and he was promptly arrested. Plundering gully to the charge, he was ordered by his Worship to undergo three weeks' imprisonment and four hours in the stocks.

ANOTHER GAMBLING RAID.

A gambling raid was carried out by P.S. Morrison and a posse of police at 2, Yun Wo Lane early on Tuesday morning. When the alarm was given one of the men leaped over the verandah and alighted on his feet. He had to be taken to the Hospital where it was ascertained he had sprained an ankle. His Worship refused to charge him, but the other ten were convicted, the first and second being fined \$50 each, and the remainder \$3 each.

A DECADAL COMPARISON OF PRICES.

The following comparison of prices of commodities with ten years ago, has been supplied by Messrs. Liberty & Co., Shanghai, to the N.-O. Herald, and will no doubt be of general interest:—

	January 1st, 1896.	October 30th, 1906.
Silver	1896	1906
Scotch Iron	304.8	324.8
Middlesborough Iron	45.7	57.6
Steel	86.7	137.4
Copper	241	297
		(now £106)
Tin	282	2195
Lead	211	2193
Patroleum	35.6	35.6
Lined Oil	19.6	20.4
Nitrate of Soda	7.9	11.9
Cotton	44.4	61.3
Hemp	217.1	242.1
Jute	211	225
Flax	227.1	235
Wool	32	17
Wheat	62.2	81.6

THE HONGKONG, CANTON AND
MACAO STEAMBOAT CO., LD.

The ordinary half-yearly meeting of shareholders in the Hongkong, Canton and Macao Steamboat Co., Ltd., was held at the offices of the Company, Hotel Mansions, at noon yesterday. Mr. E. Goetz presided, and there were also present Messrs. A. Haupt, C. Loumann, C. Thiel, R. Shawan, W. A. Cruickshank, F. Gomez and N. A. Siba (directors), Captain W. E. Clarke (Secretary), Dr. J. W. Noble and Messrs. E. J. Moore, F. Ellis, A. H. de Silva, P. C. Potts and G. de Champagne.

The Secretary having read the notice calling the meeting, the Chairman said:—Gentlemen:—Since last meeting it is the painful duty of your Board to record the death of our late Secretary, Mr. Thomas Arnold, who died very suddenly on the 20th October last. Your Directors regret that the holiday so well deserved after such a long term of service in the Company should have been thus quickly ended. The report and accounts having been in your hands for some days, we will, with your permission, take them as read. Turning to the report we refer to the disastrous effects of the typhoon of the 18th September in the total destruction of so many of the best vessels of the fleet, which caused your Directors much concern and anxiety. However, it is now our pleasant duty to say that all the Company's vessels are again in first class running order. The expense, as you will see by a perusal of the accounts, has been very great, and in the forthcoming half year we have to face the cost of repairs and alterations to the steamer *Hengshan*. Beyond this nothing exceptional need be noted at present. The working agreement between the China Navigation Company, Limited, and this Company was arranged at the close of the year when the old agreement expired, and carries with it many advantages to the general combine. The two new vessels purchased for the Macao service by which we hope to obtain a fairer share of the trade, besides offering better facilities to shippers and the travelling public, are working very well, being more economical in coal consumption than the one steamer previously engaged on the line. The earnings of the Canton-Wuchow line have fallen off greatly during the period under review, the cause of which, in the opinion of your Directors, is largely due to piracy and general want of security of life and property in the two provinces of Kwangtung and Kwangsi. The claim of the Company and the joint owners for consequential loss against the Chinese Government for the acts of piracy committed on board the steamer *Saimon* in July of last year have, we regret to say, been rejected by the British Foreign Office. The claims for actual loss and for those of officers and crew are still unsettled. Further representations have been made with a view of reaching a final issue. Turning to the accounts, you will notice that, as is usual, we have adjusted the value of share investments held by the Company in accordance with the quotations current at the end of the year. The large item of sundry debtors is explained by the fact that the amount of \$35,673.49 is for insurance premium for 1907, claims in course of collection and refund of insurance on steamers *Fatshan* and *Tok King* which was not received. All properties mortgaged to the Company have been surveyed and realised by the Company's surveyors, Messrs. Palmer and Turner, and the loans show a satisfactory margin of safety. I do not think that there is anything else that calls for particular comment; but, should any shareholder require any further information, I shall have much pleasure in answering any questions.

No questions being asked the Chairman proposed the adoption of the report and statement of accounts as presented.

Dr. No. 16 seconded the motion, which was agreed to unanimously.

It was proposed by Mr. Moses, seconded by Mr. Potts and agreed, that the election of Mr. Thiel to the Board of Directors be confirmed.

Mr. DA SILVA proposed the re-election of the retiring directors, Messrs. A. O'D. Gourdin and W. H. Potts.

Mr. ELLIS seconded, and the motion was carried.

The Chairman then concluded the business of the meeting, gentlemen. Dividend warrants are now ready and may be obtained on application.

LENTENTE CORDIALE
AT SAIGON.

Admiral Moore, before leaving Saigon, where the British squadron was so warmly welcomed and hospitably entertained by the French, wrote the following letter of thanks to Governor General Beau:

"King Alfred" at Saigon,
28th January, 1907.

Votre Excellence,
Avant de quitter ce port, je désire vous exprimer à nouveau mes sentiments de haute estime et de cordiale sympathie, tant de la part que de celle des officiers et hommes de l'équipage de votre commandement, pour la chaleur de l'accueil et la parfaite hospitalité que vous ont été accordés pendant notre séjour ici.

Les splendides décorations et illuminations, et les nombreuses et agréables réceptions que vous ont été faites, ont contribué à rendre notre séjour si agréable, et nous en sommes extrêmement reconnaissants.

Mais, en dehors de ces agréables impressions, qui ne peuvent jamais s'effacer de nos mémoires, nous avons eu l'honneur de constater que vous n'avez pas hésité à nous offrir l'hospitalité de votre commandement, et nous en sommes très reconnaissants.

Je suis sûr que votre Excellence que ces sentiments sont partagés par nous de tout cœur, et que c'est notre ardent désir que l'entente cordiale qui actuellement lie nos deux nations l'une à l'autre puisse toujours durer.

J'ai l'honneur d'être, Monsieur le Gouverneur Général, le serviteur obéissant de Votre Excellence.

MOORE, VICE ADMIRAL

HONGKONG ICE COMPANY,
LIMITED.

The twenty-sixth annual report reads:—The General Managers have pleasure in submitting a statement of the Company's accounts for the year 1906.

Including \$3,776.31 brought forward from the previous year, and after deducting \$20,000 paid as an interim dividend of \$4 per share, the balance at credit of Profit and Loss Account is \$143,836.81 which it is recommended should be appropriated as follows:—

A final dividend of \$18 per share, \$90,000.00
Provision for contingencies, 25,000.00
To write off property, &c., 24,775.35
To carry forward, 4,361.46
\$143,836.81

JARDINE, MATHESON & CO.,
General Managers.

BALANCE SHEET, 31st December, 1906.

LIABILITIES.	
Capital, 5,000 shares of \$25 each	125,000.00
Accounts payable	9,800.00
Amortised reserve account	9,079.10
Provision for contingencies	25,000.00
Profit and loss account	143,836.81
	\$279,695.91
ASSETS.	
Land, buildings, plant and machinery as per last accounts	108,936.01
Less written off in last report	20,000.00
	\$88,936.01
Add cost of further extension	5,579.31
	94,515.32
Hongkong Fire Insurance Co. shares, as per last account	22,140.00
China Fire Insurance Co. shares, as per last account	35.00
Chong Ching Insurance Office shares, as per last account	128.10
Cash in hand	260.30
Hongkong and Shanghai Bank on current account	12,400.02
Hongkong and Shanghai Bank on deposit	26,000.00
Outstanding accounts	7,711.11
Accounts receivable	1,934.31
Loans in hand	100.00
Coal in stock	1,200.00
Fine insurance, unexpired premium	128.45
	\$207,804.98

PROFIT AND LOSS ACCOUNT.
For the year ended 31st December, 1906.

To Income from property	2,900.00
To Income from property	1,000.00
To Income from property	2,150.00
To Income from property	20,000.00
To Income from property	143,836.81
	\$168,886.81
By Balance brought forward from last year	4,776.31
By Income and cold storage charges, less working expenses	153,697.80
By Interest on the Chinese Government bonds	2,238.57
By Interest and dividend	6,276.26
By Transfer from	10.00
	\$168,886.81

SHIPBUILDING IN GREAT BRITAIN.

Lloyd's register of shipbuilding returns, for the quarter ended 31st December, 1906, has as usual great interest for this port. Under the heading "Vessels under Construction," the returns show that, excluding warships, there were 481 vessels, of 1,166,989 tons gross, under construction in the United Kingdom at the close of the quarter ending 31st December, 1906.

During the quarter ending 31st December, 1906, 445 steamships (443 steel and 2 iron) were under construction, the gross tonnage being 1,135,378 as compared with 437 steamships building a year ago, the gross tonnage being 1,359,839 for the corresponding quarter of 1905.

Thirty six sailing vessels, of 16,413 gross tons, were under construction last quarter as compared with 28, of 4,917 gross tons in the same quarter of 1905. The total are 481 ships and 1,166,989 tons as against 515 and 1,355,736 tons.

The vessels now under construction are 98,000 tons less than those which were in hand at the end of last quarter, which itself showed a striking decrease (144,000 tons) as compared with the previous quarter. There is thus a diminution of 242,000 tons during the last six months. A somewhat similar falling off was observable in 1902, when between March and September there was a decrease of 240,000 tons.

With this exception, however, there has been no such reduction since June, 1884, when the tonnage under construction fell from 789,937 tons to 480,579 tons within a period of six months.

Of the vessels under construction in the United Kingdom at the end of December, 375 of 835,281 tons are under the supervision of the surveyors of Lloyd's Register with a view to classification by this Society. In addition, 55 vessels of 175,700 tons are building abroad with a view to classification. The total building at the present time under the supervision of Lloyd's Register is, thus, 430 vessels of 1,011,021 tons.

Details of this total follow:—

	No.	Gross Tonnage.
Building in United Kingdom for home account, for sale, &c.	288	609,595
Building in United Kingdom for foreign and colonial account	87	227,636
Building abroad for United Kingdom owners	5	820
Building abroad for foreign account	50	17,470
Total building on 31st December for classification with Lloyd's Register	430	1,011,021

Of the vessels under construction (warships excluded), 303 were for owners in the United Kingdom, 23 in the British Colonies, 7 in Austria-Hungary, 1 Belgium, 4 China, 7 Denmark, 5 Egypt, 11 France, 13 Germany, 2 Greece, 5 Holland, 3 Italy, 4 Japan, 1 Mexico, 9 Norway, 1 Portugal, 2 Russia, 35 South America, 1 Spain, 2 Sweden, 2 Turkey, 3 United States, 2 foreign (country unknown), 24 for sale.

The total number of warships under construction was 49, 43 being British.

When a man so sinks his own identity that all thought of self is banished, and only the object of devotion remains, he understands love to love. One's country, children, ideas, and ideals can be loved in this fashion, but not a woman. So thinks *Figaro*. The truth is that anything can inspire such love—temporarily only.

BRITISH TRADE-MARKS.

FORBIDDEN IMITATIONS.
The Patents, Trade-Marks and Designs Committee of the Birmingham Chamber of Commerce have reported on the communication they received recently from the Sheffield Chamber of Commerce with reference to the desirability of the British Government being urged to render assistance in endeavouring to stamp out the evil which undoubtedly existed to a very large extent of manufacturers in foreign countries placing names or trade-marks on British places upon goods which had not been manufactured in Great Britain at all. The Sheffield Chamber, after calling attention to the conviction recently obtained by the Sheffield Cutlery Company, with the assistance of the Sheffield Trades Council, against a firm in Canada who were manufacturing cheap cutlery and marking it "Sheffield cutlery," and stating that they had before them many instances of similar frauds, pointed out the difficulty and expense of prosecution by private individuals, and suggested that representations should be made in favour of His Majesty's Government taking steps to safeguard British trade against such practices, which were detrimental to the interest of British manufacturers.

The committee recommended that the Birmingham Chamber last week that a letter be addressed to the Sheffield Chamber of Commerce stating that the Chamber had directed enquiries to be made amongst Birmingham manufacturers, and would give their hearty support to any action which it might be deemed advisable to take.

The committee has also been considering a communication from the Coventry Chamber of Commerce calling attention to the prevalent infringements of the Merchandise Marks Act, 1887, particularly in relation to the imports of watch and cycle parts, which the Coventry Chamber asserted were imported in large quantities, assembled by British makers, and then placed on the market as British productions.

At the recent annual meeting of the Association of Chambers of Commerce a resolution was passed pointing out that the Act was being constantly and flagrantly broken, to the detriment of honest traders and the public generally, and expressing the opinion that inspectors ought to be appointed whose sole duty it should be to enforce compliance with the law, and that the policing of the Act should no longer be left to the public. The President of the Board of Trade was asked to receive a deputation on the subject. The committee recommended that the Chamber should send delegates to support the resolution in the event of the President of the Board of Trade consenting to receive a deputation.

Mr. E. P. Jones, M.P., said he believed that the use of British trade-marks on the Continent was going on to a greater extent than they had any idea of. Every article, he thought, of any repute made in this country was being more or less copied by foreign manufacturers to the detriment of English traders, and certainly went in the direction of limiting English trade on the Continent and other parts of the world. He believed instances could be multiplied indefinitely, and it was quite time that the Government should enter into communication with foreign Governments to see if they could not stop this wholesale piracy of English trade-marks.

Mr. Jesse Collins, M.P., did not think Mr. P. Jones was far enough. Should it not be asked, he thought, that the Government should be asked to pass giving power to the representatives of the Board of Trade to confiscate all dishonest goods of this kind? That would stop it in a short time. Mr. Collins recalled instances which happened in the case of the importation of prison-made goods into England about three years ago. The Government passed a law to give power to the inspectors at the ports to search for and seize the goods. A cargo came into one of the eastern ports, consisting of brushes and mats and other prison-made articles, and the authorities at the ports simply made a bonfire of them. One example was enough, and since then there had never been a single article imported. The conduct of foreign manufacturers was so atrocious that the Board of Trade should be asked to ask the Board of Trade to leave it all to private traders, but that they should treat the matter as though it were a forged cheque or something of that sort. If power were given, perhaps one confiscation would be sufficient to stop the whole business. Mr. Edmunds asked the deputation to lay before the Board of Trade, if possible, the facts of the case of the goods being brought into this country falsely declared. The committee's report was adopted.—*Commercial Intelligence.*

STEAMSHIP SUBSIDIES.

"H. H." writes to the *North-China Daily News*:—In today's papers currency is given at the statement that Japan has at a recent date decided to subsidize Japanese steamship enterprise in China to the amount of 500,000 y. in the year, and in the list of the undertakings that are to share in the subsidy are many that are plying in Chinese waters, from Chinese port to Chinese port for passengers and cargo, and that such a proceeding is fair and one that ought to pass the scrutiny of the many nations engaged in trade in China on its waterways, as creating a bad precedent that may lead to trouble. Every nation now in the 20th century that is not pledged to free trade and absorbed in a quixotic idea of sheltering its casks with others, more correctly speaking, of sheltering its own plans of its trade to all but its own citizens, lays down the strict rule and sees that it is acted up to, that all coasting and internal trade from port to port or town to town in its own country shall be carried in a railway of its own, or if carried by water, in bottoms owned and registered under its own flag; and having done that, that of the do not interfere in it, but here we have the interesting but objectionable proposition that trade and traffic between towns on Chinese rivers, originating and terminating in China, are to be usually fostered and supported by subsidies owned and registered by corporations under the Chinese flag as the Japanese propose to do. The proposition might receive support from the Chinese, but it is not likely to be supported by Japan to push its own trade up to these points, but to enable it to carry Chinese trade and traffic from Chinese port to Chinese port, and turn in competition against Chinese river companies and railways is a demand that should meet with some vigorous action. The whole question of subsidies has been a good deal and subject of contention between individuals, corporations and governments, and lately in Europe a consensus of opinion of most eminent jurists has laid down that such subsidies were very near if not actually in the category of unfair rebates constituting undue preference. It is a certainty that if other nations had realized that Japan would strike out in this direction they would have had more to say in the terms arranged for peace after the late war. As far as Japan herself is concerned her whole policy to China has been dictated of late by such an evident chance to raise difficulties for her that I should not be astonished if she was riding for a fall and her best advisers and most warm admirers would do well to caution her that "Festina Lente" or walk gently is the best policy.

THE HONGKONG COMPANIES
ORDINANCES.

A meeting of the representatives of British Companies in Shanghai was held on Feb. 7th to consider the proposal of the Hongkong Government to enforce the provisions of the Companies Ordinance. The list of those present and the Companies they represented was as follows:

Mr. J. C. Hanson, representing Kalee Ltd.; Mr. H. R. Kinross, Weihsaiwei Land and Building Co., Koonshui Cargo Boat Co., J. Llewellyn & Co., and Shanghai Land Investment Co.; Mr. E. C. Pearce, Leon Kung Mow Cotton Mill, North China Herald, Ltd., S. Montre & Co., Shanghai Electric and Asbestos Co., and Shanghai Coal and Iron Co.; Mr. J. E. Bingham, Vokeland Schroeder, Ltd., and Shanghai Times and Sport and Gossip Ltd.; Mr. L. W. Webb, Shanghai and Hongkong Wharf Co., Ltd., and Ewo Cotton Spinning and Weaving Co., Ltd.; Mr. W. H. Jackson, Shanghai Horse Bazaar Co., Ltd.; Mr. J. S. Doherty, Dunning & Co., Ltd., Wooning Fort Launch Co., Ltd., and Bousath & Co., Ltd.; Mr. G. L. Ober, Shanghai Mutual Telephone Co., Ltd.; Mr. W. H. Poate, Mackenzie & Co., Ltd.; Mr. G. I. Shukury, Central Stores Ltd.; Mr. Richard Dallas, The Dallas Horse Repository Co., Ltd.; Mr. L. W. Lemire, Shanghai Tanning Co., Ltd.; Mr. F. A. Cunningham, Yangtze Navigation & Steamship Co., Ltd.; Mr. C. Skinner, Vulcan Iron Works Ltd.; Mr. Geo. McBain, Shanghai Sumatra Tobacco Co., Ltd.; Mr. E. F. Bateman, Sarawang Rubber Estate Co., Ltd.; Mr. W. J. N. Dyer, Shanghai Tag and Lighter Co., Ltd.; Mr. C. Rievely, China Land and Finance Co., Ltd.; Mr. F. C. Heffer, The Astor House Hotel Co., Ltd.; Mr. E. E. Truman, Weeks & Co., Ltd.; Mr. W. V. Drummond and L. Kerr, Perak Sugar Cultivating Co., Ltd.; Mr. A. W. Burkill and Mr. R. N. Macleod, Anglo-French Land Investment Co., Ltd.; Mr. G. E. Wingrove, Shanghai Tea Co., Mr. W. S. Davidson, Shanghai Building Investment Co., Ltd.; Mr. W. Schaff, China Flour Mill Co., and Shanghai Oil and Bone Mill Co.; Mr. E. E. Porter, E. E. Porter & Co., Ltd.; Mr. L. K. Burkhardt, Hotel des Colonies Ltd.; Mr. H. von Rucker, Shanghai Dock and Engineering Co.; Mr. D. W. Crawford and Mr. J. Ambrose, Lane Crawford & Co., Ltd.; Mr. J. D. Clark, Shanghai Mercury, Ltd., Hall and Holtz, Ltd., and Sin Waa Pao, Ltd.; Mr. A. J. Hughes and Mr. J. A. Wattie, China Mutual Life Insurance Co., Ltd.; Mr. H. H. Hall and Holtz, Ltd.; Mr. C. L. Seitz, China Import and Export Lumber Co., Ltd.; Mr. A. H. Brooks, Wicks & Co., and Mr. F. E. Schnorr, A. Butler Cement and Tiles Works.

The Chairman, in outlining the circumstances in which the meeting came to be called, said that companies in Shanghai, deriving benefit from the protection of British law would probably not be unwilling to pay something for that protection; they did so already, in fact, through the fees charged on incorporation. Even an increase of contribution might not necessarily raise a protest, but what was objected to was the method now proposed to that end, namely by the charging of stamp duties on transfers. Any such charge would cause great inconvenience and dissatisfaction in Shanghai. If such duties were to be collected it would be more convenient no doubt to have it done through a Hongkong Government office in Shanghai, but to admit the right of what, after all, must be considered a Foreign Government to establish such a tax office in the Settlement would open up possibilities of the establishment of dangerous precedents. On the other hand, if the above suggestion were to be kept in Hongkong it would be necessary on the death of any shareholder that administration of the estate should be taken out in Hongkong, and often the estate would have to pass through the hands of the official administrator, thus involving additional and heavy loss. The difficulty might be met by the passing of an ordinance on the lines of the Colonial Registers Act, 1883, to permit companies with head offices out of Hongkong to take out licenses authorizing them to keep their share registers at those head offices. A fee could be charged for such licenses and it should be provided that except in the cases of shareholders domiciled in Hongkong, the share registers should be regarded as Hongkong assets. The matter affected a very large number of companies and it was to be hoped therefore that before taking final action the Hongkong Government would be induced to consider carefully the objections that had been raised.

Mr. R. N. Macleod read the draft of a petition to the Government to be sent to the Hongkong Government, which in substance asked the Government to take no further action in the matter, pointing the dispatch of a more detailed statement of the situation, setting forth the issues and circumstances of the matter.

Mr. W. V. Drummond, in a long speech, went into the independent action taken by the North China Insurance Company many years ago. This company approached the Foreign Office, on the advice of Mr. Wright, who was then legal adviser to the Treasury, and later became Judge of the Supreme Court and attempted to procure the issuance of an Order in Council to enable the business and formalities in connection with the incorporation of companies to be put through in Shanghai. Mr. Wright prepared a draft of an Order in Council to meet the case, and at the last moment the Foreign Office took exception to the proposal on the ground that there were so many shareholders of different nationalities in Shanghai Companies that if the Order were carried into effect it might lead to complications. All the documents relating to the matter were doubtless still in the possession of the North China Insurance Company, and they would doubtless be of great assistance in dealing with the present situation.

Mr. Drummond then proposed that a Committee be appointed to go into the whole question and report to a second meeting to be held at a later date.

The following gentlemen were elected to serve on the Committee, with power to add to their number: Messrs. W. V. Drummond, J. C. Hanson, H. R. Kinross, E. C. Pearce, and a representative from Messrs. Jardine, Matheson & Co.

A vote of thanks to Mr. Hanson for acting as Chairman was proposed by Mr. Pearce, and the meeting then terminated.

LATEST STEAMER MOVEMENTS.

The M.M. str. *Tonkin*, with the next French mail, left Singapore on the 11th inst., at 6 p.m., for this port via Saigon.

The Boston S.S. Co.'s str. *Tremont* left Shanghai for Manila on the 10th inst.

The Boston Tow Boat Co.'s str. *Lyna* arrived at Seattle on the 10th inst.

The P. & O. str. *Manila* left Singapore for this port on the 11th inst., at 5 p.m.

HOW TO BE BEAUTIFUL.—Keep your complexion, Mrs. Elton's Cream Charmant, Lido Charmant and Special Skin Tonic and Poudre Charmant will enable you to do it. Her Specialties for the Skin are the study of a lifetime. A. S. Watson & Co., Ltd., Sole Agents.

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10% DISCOUNT ALLOWED UNTIL FURTHER NOTICE.

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THE CHANNEL TUNNEL.

THE DRAFT BILL IN PARLIAMENT.

A bill has been deposited in Parliament to incorporate the Channel Tunnel Company, and to authorize the construction of works which shall form part of the scheme intended to connect England and France by means of a railway in a tunnel under the English-Channel.

Powers are sought to execute such works up to the three mile limit, and it is proposed that a new company shall hereafter be registered for the purpose of carrying out the entire project, in conjunction with the Compagnie du Chemin de Fer Sous-Marin entre la France et l'Angleterre and the Compagnie du Chemin de Fer Nord. The bill empowers the French Eastern and Chatham Railway Companies to avail themselves of the authority given by Parliament in 1874 for the application of their capital towards the cost of the works, and also to take shares in the capital of the company.

It is further provided that the exercise of any powers granted shall be subject to such conditions as may be agreed between His Majesty's Government and the French Government.

It is estimated that the scheme will involve a total outlay of £16,000,000. Half of that amount is to be raised in this country, and the remainder is to be raised in France, as soon as the scheme shall have received Parliamentary sanction in England.

A limited liability company, to be registered in London, with a capital of £8,000,000, will subscribe, and consequently hold all the securities of the statutory company, and provide the balance of funds necessary to carry the tunnel from the three mile limit to mid-channel, where it will connect with the French portion of the undertaking.

Two parallel tunnels will be constructed, the total length of the same under the sea being twenty-four miles, and with the land approaches on either side, thirty miles. Careful calculations show that in the first year after the opening of the railway—the "Channel Tube," as it has already been briefly described—1,300,000 passengers will be conveyed through the tunnels, and the gross receipts from all sources of traffic in the same period are put at £1,540,000. Liberal estimates made by British and French engineers fix the annual expenses at £400,000, leaving a net profit of £1,140,000, of which the British proportion would be £570,000. Interest on £8,000,000 for per cent. would absorb £200,000, and the balance of £970,000 would be equivalent to over 9 per cent on the £1,000,000 share capital.

The tunnels, each 18ft. in internal diameter, will be driven from Dover to Sandgate, through the whole distance in the grey Kent chalk, which, 57ft. thick on the English side and 80 ft. on the French side, is a very homogeneous, practically free from, and remarkably impervious to water.

Power for the electric motors which are to be employed in the tunnel traffic will be obtained from large generating stations, which are likewise to supply the current required of lighting as well as the compressed air necessary for the purpose of ventilation.

The bill was made up of the rolling stock of all British and Continental railway systems, excepting those of Spain and Russia, which at present possess gauges differing materially from those of Great Britain. When the trunk line now in course of construction through Greece has been completed, the opening of the Channel Tunnel will shorten the route to India by twenty-six hours. Mr. Balfour Browne, K.C., has been retained as leading counsel for the bill, and Messrs. Sherrwood and Company are the Parliamentary agents for the promoters.

REV. R. J. CAMPBELL'S HERESY.

In reference to the telegram we recently published relating to the proposed action against the Rev. R. J. Campbell, it may be noted that for many months past the theological views of the minister of the City Temple has been a subject of conversation in Church circles and criticism in certain magazines and newspapers. In order to remove any misconception as to his opinions, Mr. Campbell a few weeks ago gave an exposition of his theology to the Congregational Board of Ministers. This address, however, instead of satisfactorily bringing his doctrinal position, seems to have increased the uncertainty in the mind of many. The result has been an outbreak of criticism which has goaded Mr. Campbell into preaching a sermon which is regarded as a kind of manifesto. After dwelling on the many manifestations of Christ not only through the ordinary exposition of Christian truth, but by means of no formulated religious conviction, yet possessed by moral passion for the salvation of mankind," he continued:—

"There has arisen to-day from every part of the intellectual horizon a new vision, a wider view of the meaning of the Christian revelation. Men of science and men of letters as well as preachers of the Gospel, are prophesying of the new era. You may recognise it in the breaking away from outworn intellectual forms of religious belief called the venerable creeds. Ecclesiasticalism is crumbling before that new divine word in every civilised country on the face of the globe."

"The message that is being thus declared is, briefly outlined—The essential divinity of man, his unbroken oneness with God; the salvability of the race as a whole, and not merely an individual here and there, the unity of all life, this side and the further side of the change called death; the divine appointment of the struggle and the pain which are the necessary conditions of the manifestation of the essential nature of Eternal Love; the identity of divine justice, mercy, righteousness, love, truth; the home-gathering of mankind to that eternal Home whence it came."

From the latest information to hand it seems that the Rev. R. J. Campbell's opinions are too iconoclastic or too broad for the timid members of the Congregational Union. But the minister threw out the following challenge:—"I defy any man, Christian or Atheist, scientist or pietist, to show that this is not a deeper, wider gospel, more really worthy to be termed great tidings, than any of the conventional caricatures of truth which pass current to-day in the name of religious faith."

The word of God has never ceased pealing through the ages, and finding its echo in the hearts of men; but today, as in all days, though accepted by the few, it is rejected by the many through ignorance on the one hand and malice on the other. Mr. Campbell made no allowance for those who reject it by conviction. Stung apparently by the criticism to which his teaching has been subjected, he turned round on his critics and hurled at them his reproaches.

"Religious people," he said, "are often found willing to employ the weapons of slander, misrepresentation, and petty persecution in order to destroy, as they can, an unpopular doctrine. With all deliberation and solemnity I say these men are liars, like their predecessors in days of old; liars, not so much by what they say as by what they do not say; liars by trying to misrepresent, or ignore, or distort the truth, preaching as though they do not believe it when they do; liars, because they will not look facts in the face; liars using the name of God, Woe unto you, ye blind guides, which strain at a gnat and swallow a camel!" From this it would seem that Dr. Parker's successor at the City Temple, believes in plain speaking, and if the Congregational Union carry out their proposal, there should be some stirring dialectics as a result.

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NOTICE

Communications respecting Advertisements, Subscriptions, Printing, Binding, etc., should be addressed to the Editor, Daily Press only, and special business matters to the Manager.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Telegraphic Address: PICES. Codes: A.B.C., 5th Ed. Liebert.

P.O. Box, 34. Telephone No. 12.

NEW ADVERTISEMENTS

SEALED TENDERS will be received at the COLONIAL SECRETARY'S OFFICE until Noon of THURSDAY, the 22nd instant, for the LETTING of the OLD HARBOUR OFFICE, from the 15th March, 1907 to the 15th March, 1908, subject to the conditions published in the "GOVERNMENT GAZETTE," Notification No. 91 of 8th February, 1907.

Each Tender should bear on the cover the words "TENDER FOR LEASE OF OLD HARBOUR OFFICE."

The Government does not bind itself to accept the highest or any Tender.

Forms of Tenders and further particulars may be obtained from the PUBLIC WORKS DEPARTMENT.

W. CHATHAM,
Director of Public Works.
Public Works Department.
Hongkong, 11th February, 1907. 368

WANTED

SITUATION as LADY'S MAID. Good packer and renovator and Hairdresser; plain Dressmaker and Knowledge of Millinery. Age 31; English. Good references.

Apply to—
Care of "Daily Press" Office.
Hongkong, 13th February, 1907. 385

TO LOCAL BUSINESS-MEN

A HAMBURG FIRM carrying on business for more than 30 years with Japan Houses wishes to act as BUYING and SELLING AGENTS for the European Markets. A representative of the Firm, now in Japan, is prepared to visit this Port and Fookshoo, if sufficient inducement is offered, in the course of a few months, and would like to receive proposals from a local firm before his departure from Japan.

Address:—
Care of "Japan Chronicle," Kobe.

390

THE HONGKONG, CANTON & MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS

THE DIVIDEND at the Rate of \$1.00 per Share, declared at the Ordinary Half-Yearly Meeting of Shareholders, held this Day, will be PAYABLE at the HONGKONG and SHANGHAI BANKING CORPORATION, on and after TUESDAY, the 12th February, 1907.

Shareholders are requested to apply to the Office of the Company for Warrants.

By Order of the Board of Directors,
W. E. CLARKE,
Secretary.
Hongkong, 12th February, 1907. 391

TO LET

FURNISHED HOUSE, from 1st May, in Knutsford Terrace, Kowloon, with use of Tennis Court. For twelve months.

Apply to—
Care of "Daily Press" Office.
Hongkong, 13th February, 1907. 393

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOOSHOW.

THE Company's Steamship

"HAITAN,"

Captain J. S. Roach, will be despatched for the above Ports on SUNDAY, the 17th inst., at 8 A.M.

For Freight or Passage, apply to—
DOUGLAS, LARKE & Co.,
General Managers.
Hongkong, 12th February, 1907. 396

COMPAGNIE DES MESSAGERIES MARITIMES.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship

"TONKIN,"

Captain Charbonnel, will be despatched for the above Ports on MONDAY, 18th inst.

For Freight or Passage, apply to—
G. DE CHAMPEAUX,
Agent.
Hongkong, 13th February, 1907. 2

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GRACA & CO.,
Hongkong Hotel Corridor.
Hongkong, 1st January, 1907. 128

JUST PUBLISHED

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THE FIFTY YEARS

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FROM 1ST JANUARY, 1861 TO 31ST DECEMBER, 1910, BEING FROM THE 1ST YEAR OF THE 76TH CYCLE TO THE 50TH YEAR OF THE 76TH CYCLE, THAT IS THE 3RD YEAR OF TUNG CHI TO THE 39TH YEAR OF KWANG-TU.

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The Book will be sent by Registered Post (free) to any part of the World unrepresented by Agents on receipt of Money order, Hongkong, 3rd October, 1906. 1841

INTIMATIONS

CHINESE NEW YEAR HOLIDAYS.

IN accordance with Government Notification No. 79 the EXCHANGE BANKS will be CLOSED for the Transaction of Public Business TO-DAY (WEDNESDAY) and TO-MORROW (THURSDAY), the 13th and 14th instant.

Hongkong, 8th February, 1907. 365

NOTICE

CHINESE NEW YEAR.

TO-DAY (WEDNESDAY), 13th February and TO-MORROW (THURSDAY), 14th February, THE ABATED WATER FACTORY will be CLOSED. All other Departments will be OPEN for Business from 10 A.M. to 1 P.M.

A. S. WATSON & Co., Ltd.
Hongkong, 11th February, 1907. 375

EOTHEN MARK LODGE, No. 264.

A REGULAR MEETING of the EOTHEN MARK LODGE will be held at the FREEMASONS' HALL TO-MORROW (THURSDAY), the 14th February, at 8.30 for 9 P.M. precisely. Visiting Brethren are cordially invited to attend.

Hongkong, 11th February, 1907. 378

NOTICE

FROM This Date any Merchant Ship lying in the Harbour and Requiring Urgent Medical Assistance, shall show where it can be seen the COMMERCIAL M FLAG with COMMERCIAL CODE PENNANT below.

CHARLES Wm. BECKWITH,
Lieut. R.N.,
Harbour Master, &c.
Harbour Department,
Hongkong, 11th February, 1907. 383

HONGKONG HORTICULTURAL SOCIETY.

FLOWER SHOW 1907.

GARDENS entered for "BEST KEPT GARDENS," Classes 5, 6 & 7 in Group J will be judged between the 18th and 26th instant.

PROPOSED CHRYSANTHEMUM SHOW.

It is proposed to hold a Chrysanthemum Show next winter. This intention is given to enable those who wish to exhibit to make the necessary arrangements.

L. GIBBS,
Hon. Secretary.
Hongkong, 11th February, 1907. 376

SANTARY BOARD OFFICE.

Hongkong.

To the OWNERS OF DOMESTIC BUILDINGS.

TAKE NOTICE that under No. 5 of the DOMESTIC CLEANLINESS AND VENTILATION BYE-LAWS (as amended), every domestic building or part of such building within the Eastern Division of the City of Victoria, and the Eastern Division of Kowloon, occupied by more than one family must be CLEANSED and TIME-WASHED THROUGHOUT by the owner during the months of January and February.

N.B.—The word "throughout" used in this notice means that the house should be time-washed in respect of all the walls of each room and staircase, all cubicle partitions, stair casings and stair linings, all ceilings and the undersides of roofs both in main buildings, offices and servants' quarters and inclusive of verandahs.

The buckyard should have its containing walls time-washed up to the level of the first floor.

Carved, painted or polished woodwork in good condition, however, need not be time-washed, but must be Cleaned.

The Eastern Division of the City is bounded on the West by Gilman Street and Peel Street, Kowloon is divided into the Eastern and Western divisions by Robinson Road and a straight line drawn from the North and thence through the Yamnui service Reservoir to the Northern boundary of Kowloon.

G. A. WOODCOCK,
Secretary.
Dated this 1st day of February, 1907. 361

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WANTED Immediately for Two or Three Months EUROPEAN CLERK. Must have thorough Knowledge of BOOK-KEEPING and First Rate References as to Character. Apply by letter—

ALPHA,
Care of "Daily Press" Office,
Hongkong, 9th February, 1907. 367

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No. 27, Des Vaux Road Central, 2nd Floor.
Hongkong, 9th February, 1907. 368

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B. E.,
Care of "Daily Press" Office,
Hongkong, 13th November, 1906. 387

ON SALE.

A TABLE OF THE

RATES OF EXCHANGE AT HONGKONG

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MAIL TABLES

FOR 1907.

Shows the dates of departure of the Mails to Europe and America, and the dates of their expected arrival at their destinations, as well as the dates of return Mails.

Mounted on Card ... 30 Cents

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On Sale at the Hongkong Daily Press Office.

Hongkong, 26th January, 1907.

PUBLIC COMPANIES

HONGKONG & SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that the ORDINARY HALF-YEARLY MEETING of the Shareholders in this Corporation will be held at the CITY HALL, Hongkong, on SATURDAY, the 16th day of February, 1907, at Noon, for the purpose of receiving the Report of the Court of Directors together with a Statement of Accounts to 31st December, 1906.

By Order of the Court of Directors,
J. R. M. SMITH,
Chief Manager.
Hongkong, 29th January, 1907. 367

HONGKONG & SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that the REGISTER OF SHARES of the Corporation will be CLOSED from MONDAY, the 4th, to the 16th day of February, 1907, (both days inclusive), during which period no Transfer of Shares can be registered.

By Order of the Court of Directors,
J. R. M. SMITH,
Chief Manager.
Hongkong, 29th January, 1907. 365

HONGKONG ICE COMPANY, LIMITED.

THE TWENTY-SIXTH ORDINARY ANNUAL MEETING of Shareholders will be held at the Office of the General Managers at 11.30 A.M. on MONDAY, 18th February, 1907, to receive a Statement of the Company's Accounts to 31st December, 1906, and the Report of the General Managers.

The TRANSFER BOOKS of the Company will be CLOSED from the 8th to the 13th February, 1907, both days inclusive.

JARDINE, MATHESON & Co.,
General Managers.
Hongkong, 2nd February, 1907. 332

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE ORDINARY YEARLY MEETING of Shareholders will be held in the Office of the Company, Queen's Buildings, New Praya, on MONDAY, the 25th February, 1907, at 12 o'clock Noon, for the purpose of receiving the Report of the Directors and the Statement of Accounts to the 31st December, 1906.

The TRANSFER BOOKS of the Company will be CLOSED from the 11th to the 25th February, 1907, both days inclusive.

By Order of the Board of Directors,
THOS. I. ROSE,
Secretary.
Hongkong, 1st February, 1907. 322

HONGKONG FIRE INSURANCE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE THIRTY-EIGHTH ORDINARY MEETING of Shareholders will be held at the Office of the Undersecretary at 11 A.M. on THURSDAY, the 7th March.

The TRANSFER BOOKS of the Company will be CLOSED from the 21st February to the 7th March, both days inclusive.

JARDINE, MATHESON & Co.,
General Managers.
Hongkong Fire Insurance Co., Ltd.
Hongkong, 11th February, 1907. 335

THE CHINA FIRE INSURANCE CO., LIMITED.

THE THIRTY-EIGHTH ORDINARY MEETING of Shareholders in the Company will be held at the Company's Office, No. 3, Queen's Road Central, Victoria, on THURSDAY, the 7th March, 1907, at 12 o'clock Noon, for the purpose of receiving a Statement of Accounts and the Report of the Directors for the year ending 31st December, 1906.

The TRANSFER BOOKS of the Company will be CLOSED from the 21st instant to the 7th March, both days inclusive.

By Order,
GEO. L. TOMLIN,
Secretary.
Hongkong, 9th February, 1907. 362

HONGKONG BUSINESS DIRECTORY.

AUCTIONEER.

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ENTERTAINMENT

THEATRE ROYAL.

FOR A SHORT SEASON ONLY

COMMENCING THURSDAY, Feb. 21st.

THE BANDMANN COMEDY COMPANY.

22 LONDON ARTISTES 22

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Thursday, 21st Feb. RAFFLES (The Amateur Crackman).

Friday, 22nd Feb. THE MAN FROM BLANKLEY'S.

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Monday, 24th Feb. HIS HOUSE IN ORDER.

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Wednesday, 26th Feb. LEAH KLESCHNA.

Thursday, 27th Feb. THREE MUSKETEERS.

Friday, 28th Feb. THE PROFESSOR'S LOVE STORY.

Saturday, 29th Feb. THE SILVER KING.

Monday, 30th Feb. THE SIGN OF THE CROSS.

Tuesday, 1st Mar. THE ADMIRABLE CRICHTON.

Wednesday, 2nd Mar. ALL OF A SUDDEN PEASY.

Thursday, 3rd Mar. THE IDLER.

Friday, 4th Mar. EAST LYNNE.

PRICES OF ADMISSION: \$3, \$2 and \$1.

Plan now open at MONTAGUE & Co.

Doors open 8.30 P.M. Commence at 9 P.M. Sharp.

Hongkong, 9th February, 1907. 372

BOARD AND RESIDENCE

PRIVATE BOARD AND RESIDENCE.

MRS. GILLANDERS

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2 & 4, KENNEDY ROAD.

Hongkong, 9th February, 1907. 1751

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Hongkong, 9th January, 1907. 144

FIRST-CLASS BOARD AND RESIDENCE

"BRAESIDE."

A LARGE AND COMMODIOUS RESIDENCE standing in its own grounds, with Tennis Courts, Good Dining and Reception Rooms, Large Airy and Well Furnished Bedrooms, every home comfort. Fine View of the Harbour. Terms moderate.

Apply to—
Mrs. F. W. WATTS,
"Braeside," 20, Macdonnell Road (late of "Yang Yuen"). 143

INSURANCES

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

TOTAL FUNDS at 31st December, 1905 217,837,119.

I. AUTHORIZED CAPITAL... 25,000,000

SUBSCRIBED CAPITAL... 2,750,000

PAYED-UP CAPITAL... 237,500 0 0

II. FUND... 3,886,720 19 8

The Underwritten, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SHEWAN, TOMES & CO.,
Agents.
Hongkong, 11th July, 1906. 1349

AACHEN AND MUNICH FIRE INSURANCE CO.

OF AIX-LE-CHAPPELLE.

THE Underwritten, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

REUTER, BROCKELMANN & CO.,
Agents.
Hongkong, 21st April, 1897. 114

THE GLOBUS INSURANCE COMPANY.

OF HAMBURG.

THE Underwritten, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

CARLOWITZ & Co.,
Agents.
Hongkong, 13th August, 1906. 29

FOR SALE.

GOOD PIANO and PIANO PLAYER with RECORDS.

Apply by letter to—
No. 26, HONGKONG HOTEL.
Hongkong, 11th February, 1907. 377

AUTOMATIC MAUSER PISTOLS.

CALIBRE 7.63 mm.

WITH CHAMBER FOR 10 CARTRIDGES FIRING 10 SHOTS IN 2 SECONDS.

SIEMSEN & CO.,
Hongkong, 3rd October, 1905. 46

NEW CARTRIDGES.

By Popular English Manufacturers, in all Bore and Sizes.

SMOKLESS POWDER and CHILLED SECT. From No. 10 to 888G. at \$4.47 and \$7.50 per 100. SPORTING REQUISITES and AIR GUNS in Variety.

Inspection Invited.

WM. SCHMIDT & CO.,
Hongkong, 26th October, 1905. 1924

NOW ON SALE.

THE DIRECTORY AND CHRONICLE

FOR CHINA, JAPAN, COREA, INDO-CHINA, SIAM, STRAITS SETTLEMENTS, MALAY STATES, NETHERLANDS, INDIA, PHILIPPINES, BORNEO, &c.

WITH HIGH ART INCORPORATED THE CHINA DIRECTORY

AND THE HONGKONG DIRECTORY AND HONG LIST FOR THE FAR EAST

FOR 1907.

THE FORTY-FIFTH ANNUAL ISSUE

The DIRECTORY covers the whole of the ports and cities of the Far East, from Northern India to Siberia, in which Europeans reside.

Not only is the Directory as full and complete in each case as it can be made, but each Colony, Port, or Settlement is prefaced by a DESCRIPTION, carefully revised each year, most of which will serve as accurate GUIDES FOR THE TOURIST, giving every detail in connection with the place, their History, Topography, &c., &c.

SHIPPING.

ARRIVALS.

CHITURN, Chinese steamer, 12th February—
from Canton.
COLOMBO MARU, Japanese str., 2,920, K. Hom-
ma, 12th Feb.—Bombay 22nd Jan., General.
—Nippon Yusen Kaisha.
EUTIN, German str., 1,160, J. Kayson, 11th
February—Wai-hai-wei 5th Feb., General.
—Jensen & Co.
GINKIN, German str., 8,081, G. Bolte, 12th
Feb.—Yokohama 2nd February, General.
—Melchers & Co.
HAILAN, French str., 377, L. Anderson, 11th
February—Hobrow 10th Feb., Sugar and
Pine—A. R. Martz.
KAMORU, British str., 1,217, Mestrol, 12th
February—Swatow 11th Feb.—Butterfield
and Swire.
KWONGHAI, British str., 1,428, W. P. Baker,
12th Feb.—Shanghai 8th Feb. and Swatow
11th, General.—Jardine, Matheson & Co.
SCHUYLKILL, British steamer, 12th February—
from Canton.
SIMON, Dutch str., 1,300, Zinderhoudt,
11th Feb.—Samarang and Pulo Laut 3rd
February, Sugar.—Chinese.
TUMAH, Dutch str., 2,470, N. de Brouwers,
11th Feb.—Macassar 3rd Feb., General.
—Java-China Japan Lijn.

CLEARANCES.

At THE HARBOUR MASTER'S OFFICE
Feb. 12th.
Colombo Maru, Japanese str., for Shanghai.
Hailan, French str., for Saigon.
Ginkin, German str., for Europe.
Prato, Norwegian str., for Haiphong.
Schuykill, British str., for Manila.

DEPARTURES.

Feb. 11th.
CARTON, Norwegian str., for Tsingtau.
Feb. 12th.
ALCINOUS, British str., for London.
CAPRI, Italian str., for Bombay.
CHIMU, British str., for Shanghai.
CHYERAN, British str., for Shanghai.
GERMANIA, German str., for Cherbon.
HEIMDAL, Norwegian str., for Saigon.
HIGONAI MARU, Japanese str., for Kobe.
KANU MARU, Japanese str., for Saigon.
LYDIA, German str., for Saigon.
MEIKYO, Chinese str., for Canton.
RAJAH, German str., for Bangkok.
SIGAL, German str., for Swatow.
SILEZIA, German str., for Hamburg.
TAMING, British str., for Manila.
TUMAH, Dutch str., for Shanghai.
TRAKUPHAR, Danish str., for Shanghai.
THINAN, British str., for Yokohama.

SHIPPING REPORTS.

The British str. Zefiro reports: Moderate to
light N.W. winds with corresponding sea and
fine clear weather throughout.
The British str. Accompany reports: Fresh
E.N.E. wind, moderate sea, cloudy weather to
Tarnabout; thence light variable winds from
northward, cloudy and some rain to Swatow.
From Swatow fresh E.N.E. wind, moderate sea,
cloudy sky fine to Hongkong.

VESSELS IN DOCK.

Feb. 12th.
ARRIVED DOCKS.—
KOWLOON DOCKS.—Sarragon, Montague
Fronde, Z. Y. de Aldecoa, Prinz Waldemar,
Kupferberg, Emerde, Fener, Omphale,
Sophie, Athenian, Prinz Sigismund.
CORNWALL DOCKS.—Peng Fei.

VESSELS ON THE BERTH

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.
STEAM FOR STRAITS, CEYLON, AUS-
TRALIA, INDIA, ADEEN, EGYPT,
MEDITERRANEAN PORTS.
PLYMOUTH AND LONDON
THROUGH BILLS OF LADING ISSUED FOR
BATAVIA, PERSIAN GULF, CONTINENTAL
AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"DEVANHA."
Captain T. H. Hide, carrying 161
Majesty's Mail, will be despatched from this
Bombay on SATURDAY, the 23rd February
at Noon, taking passengers and cargo for the
above ports in connection with the Company's
s.s. "BRITANNIA," 6,500 tons, from Colombo
Passenger's accommodation in which vessel is
secured before departure from Hongkong.
Silk and Valuable, all cargo for France,
and Tea for London (under arrangement) will be
transhipped at Colombo into the mail steamer
proceeding direct to Marseilles and London;
other cargo for London, &c., will be conveyed
from Bombay by the S.M.S. "PERSIA," due
in London on 14 April, 1907.
Passes will be received at this Office until
4 p.m. the day before sailing. The contents
and value of all packages are required.
For further particulars, apply to
E. A. HEWETT,
Superintendent.
Hongkong, 12th February, 1907.

"GLEN" LINE OF STEAMERS.

FOR HAMBURG AND ANTWERP.

THE Steamship

"GLEN TURRET."
Captain R. Webster, will be despatched as
above on WEDNESDAY, the 27th inst.
For Freight, apply to
McGREGOR BROS. & CO.
Hongkong, 11th February, 1907.

EASTERN AND AUSTRALIAN STEAM-
SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
(Calling at PORT DARWIN and
QUEENSLAND PORTS, and taking through
Cargo to ADELPHI, NEW ZEALAND,
TASMANIA, &c.)

THE Steamship

"EASTERN."
Captain McArthur, will be despatched as above
on SATURDAY, the 2nd March, at Noon.
This well-known Steamer is specially fitted
for Passengers, and has a Redesigning Cham-
ber, which ensures the supply of Fresh Provi-
sions, Ice, &c., throughout the voyage.
This Steamer is installed throughout with
the Electric Light.
A Stewardess and a duly qualified Surgeon
are carried.
K.B.—To ensure the additional comfort of
passengers the steamers of the Company have
electric fans fitted in staterooms.
For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents.
Hongkong, 29th January, 1907.

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked
"k." nearest Hongkong "h." midway between Hongkong and Kowloon "m." and those vessels berthed at the Kowloon Wharf "l.w." together with the number denoting the section.

SECTIONS.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, ANTWERP & MARSEILLES	JAVA	Brit. str.	—	S. Barcham	P. & O. S. N. Co.	About 13th inst.
LONDON & ANTWERP	GLAMORGANSHIRE	Brit. str.	—	—	SHEWAN, TOMES & CO.	About 20th inst.
LONDON &c., via USUAL PORTS OF CALL	DEVANHA	Brit. str.	—	T. H. Hide	P. & O. S. N. Co.	On 23rd inst., at Noon.
MARSEILLES, &c., via PORTS OF CALL	TOUBANE	Freight	—	Lancelotti	MESSAGERIES MARITIMES	On 19th inst., at 1 P.M.
HAMBURG, VIA PORTS OF CALL	ELAYONIA	Ger. str.	k. w.	Wunnenberg	HAMBURG-AMERIKA LINIE	On 20th Mar.
HAMBURG VIA PORTS	GNEISENAU	Ger. str.	—	G. Holte	MELCHERS & CO.	To-day, at Noon.
HAMBURG & ANTWERP	SAMBIA	Ger. str.	k. w.	Muller	HAMBURG-AMERIKA LINIE	On 15th inst.
HAVRE, BREMEN & HAMBURG VIA STRAITS, &c.	GLEN TURRET	Brit. str.	—	R. Webster	McGREGOR BROS. & CO.	On 27th inst.
HAVRE & HAMBURG VIA STRAITS, &c.	SAMBIA	Ger. str.	k. w.	Sachs	HAMBURG-AMERIKA LINIE	On 24th inst.
MARSEILLES, HAVRE, COPENHAGEN & BALTIC PORTS	BRASILIA	Ger. str.	k. w.	Russ	HAMBURG-AMERIKA LINIE	On 24th inst.
NAPLES, LISBON, HAVRE & HAMBURG	SELGRAVIA	Ger. str.	k. w.	Schulze	HAMBURG-AMERIKA LINIE	On 19th April.
NAPLES, PLYMOUTH, HAVRE & HAMBURG	KINA	Dan. str.	—	—	MELCHERS & CO.	About 18th inst.
TRIESTE, &c., via SINGAPORE, &c.	SCANDIA	Ger. str.	k. w.	v. Dohren	HAMBURG-AMERIKA LINIE	On 16th Mar.
NEW YORK	HAMBURG	Ger. str.	k. w.	Filler	HAMBURG-AMERIKA LINIE	On 5th April.
VANCOUVER via SHANGHAI JAPAN, &c.	AUSTRIA	Aus. str.	—	Bischoff	SANDER, WIELER & CO.	About 2nd Mar.
VANCOUVER via SHANGHAI JAPAN, &c.	MUNCASTER CASTLE	Brit. str.	—	—	DODWELL & CO., LTD.	About 12th Mar.
VICTORIA (B.C.) & TACOMA via JAPAN	ATHERIAN	Brit. str.	2 m.	—	CANADIAN PACIFIC R. CO.	Tomorrow, at 4 P.M.
CALLAO, IQUIQUE, via JAPAN PORTS, &c.	TREMONT	Am. str.	1 m.	—	CANADIAN PACIFIC R. CO.	On 20th inst., at Noon.
SAN FRANCISCO via PORTS	GLENFARROW	Brit. str.	—	Hollman	DODWELL & CO., LTD.	On 26th Mar., at Noon.
AUSTRALIAN PORTS via PORT DARWIN	DAKOTAH	Brit. str.	—	—	SHEWAN, TOMES & CO.	About 25th inst.
TIENTSIN	PRINZ WALDEMAR	Ger. str.	—	W. von Sander	MELCHERS & CO.	On 28th inst., at Noon.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	BRASILIA	Brit. str.	—	McArthur	GIBB, LIVINGSTON & CO.	On 23rd inst., at 4 P.M.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	CHONGKING	Brit. str.	—	S. J. Payne	JARDINE, MATHESON & CO.	To-day.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	PRINCE ALICE	Brit. str.	—	W. F. Baker	JARDINE, MATHESON & CO.	On 17th inst., Daylight.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	MANILA	Brit. str.	—	P. E. Andrews	P. & O. S. N. Co.	About 17th inst.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	TOUKIN	Freight	—	Charbonnel	MESSAGERIES MARITIMES	About 18th inst.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	MACDONIA	Brit. str.	—	C. D. Bennett	P. & O. S. N. Co.	About 23rd inst.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	BRASILIA	Ger. str.	k. w.	Russ	HAMBURG-AMERIKA LINIE	On 24th inst.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	LIBERIA	Ger. str.	k. w.	—	HAMBURG-AMERIKA LINIE	On 25th inst.
TAMAU via SWATOW & AMOY	MASAN MARU	Jap. str.	—	I. Sakurai	OSAKA SHOSHEN KAISHA	On 17th inst., Daylight.
ANPING via SWATOW & AMOY	FUKUCHI MARU	Jap. str.	2 h.	G. Ito	OSAKA SHOSHEN KAISHA	On 20th inst., Daylight.
SWATOW, AMOY & FUOCHOW	HATAN	Brit. str.	—	J. S. Bosch	DOUGLAS LAFAR & CO.	On 17th inst., at 10 A.M.
MANILA	YUNSHANG	Brit. str.	—	F. Mooney	JARDINE, MATHESON & CO.	On 16th inst., at 4 P.M.
MANILA	ZATIRO	Brit. str.	—	R. Rodger	SHEWAN, TOMES & CO.	On 16th inst., at Noon.
MANILA	RUBI	Brit. str.	—	E. Almond	SHEWAN, TOMES & CO.	On 23rd inst., at Noon.
SINGAPORE, PENANG & CALCUTTA	KUMSANG	Brit. str.	—	E. J. Buller	JARDINE, MATHESON & CO.	On 18th inst., at 3 P.M.
JAVA PORTS	TILIWONG	Dut. str.	—	Jarrihaene	JAVA-CHINA JAPAN LIJN	Quick despatch.

INDO-CHINA STEAM NAVIGATION CO.,
LIMITED.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION.)

FOR STRAITS TO SAIL.
* MANILA "YUENSANG" Saturday, 16th Feb., 4 P.M.
* SHANGHAI "KWONGSANG" Sunday, 17th Feb., daylight.
* SINGAPORE, PENANG & CALCUTTA "KUMSANG" Monday, 18th Feb., 3 P.M.
* TIENTSIN "CHONGKING" Saturday, 23rd Feb., 4 P.M.
* These Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.
* Taking Cargo on Through Bills of Lading to Chefoo, Tientsin, Newchwang and Yangtze Ports.
For Freight or Passage, apply to
HONGKONG, 13th February, 1907. JARDINE, MATHESON & CO.,
GENERAL MANAGERS.

EAST ASIATIC CO., LTD.,
COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.RUSSIAN EAST ASIATIC CO., LTD.,
ST. PETERSBURG & VLADIVOSTOCK.PROJECTED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING
YOKOHAMA and KOBE	"TRANQUEBAR"	About 10th Feb.
MARSEILLES, HAVRE, COPEN- HAGEN and BALTIC PORTS	"KINA"	About 18th Feb.

For Further Particulars, apply to
MELCHERS & CO.,
AGENTS.
Hongkong, 16th January, 1907.

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between
Hongkong and Manila. Saloon amidships. Electric Light. Perfect
Cuisine. SURGEON and STEWARDESSES carried. All the most up-to-
date arrangements for comfort of Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE
ZATIRO	2540	R. Rodger	Manila	On 16th Feb., Noon.
RUBI	2540	R. Almond	Manila	On 23rd Feb., Noon.

For Freight or Passage apply to
SHEWAN, TOMES & CO.,
GENERAL MANAGERS.
Hongkong, 9th February, 1907.

HONGKONG-NEW YORK.

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK VIA PORTS AND SUEZ
CANAL.

(WITH LIBERTY TO CALL AT THE MALABAR COAST.)
For Freight and further information apply to
SHEWAN TOMES & CO.,
GENERAL AGENTS.
Hongkong, 13th November, 1906.

HAMBURG-AMERIKA LINIE.

PASSENGER SERVICE.

BY the new steamers, "RHEINLAND," "HAMBURG" and "HOHENSTAUFEN." These
steamers offer to the public the highest comfort yet attained in ocean travelling. They
have very large cabins, provided WITH ONLY LOWER BERTHS. The cabins are
splendidly fitted with fans. Laundry on Board. Doctor and Stewardesses carried.
These steamers call at PLYMOUTH homeward, at SOUTHAMPTON outward and at
NAPLES in both directions.

In addition to these boats, the steamers "SCANDIA" & "SILEZIA" carry first-class passengers.
Return tickets issued at reduced rates available for two years. Through tickets to be
had to New York via Naples and Hamburg.

NEXT SAILINGS:

OUTWARD.	HOMEWARD.
FOR SHANGHAI, KOBE, YOKOHAMA.	FOR THE STRAITS, COLOMBO, ADEEN, SUZ, PORT SAID, NAPLES, PLYMOUTH, HAVRE, & HAMBURG.
HAMBURG ... 3rd March	* SCANDIA ... 22nd March
RHEINLAND ... 2nd April	HAMBURG ... 5th April
HOHENSTAUFEN ... 30th April	RHEINLAND ... 17th May
SILEZIA ... 31st May	HOHENSTAUFEN ... 29th May
SCANDIA ... 30th June	* Call at LISBON.

FREIGHT SERVICE.

NEXT SAILINGS OUTWARD.
BRASILIA ... FOR SHANGHAI, KOBE & YOKOHAMA ... 24th February
LIBERIA ... FOR SHANGHAI, KOBE & YOKOHAMA ... 28th February
HAMBURG ... FOR SHANGHAI, KOBE & YOKOHAMA ... 3rd March
NEXT SAILINGS HOMEWARD.
VIA STRAITS, COLOMBO AND ADEEN.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN,
LONDON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRINITY, GERMANY. Ports in the
LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.
Also via Aden or Port Said by the "ARABIAN PERSIAN SERVICE" to Arabian and
Persian Gulf Ports.

SAMBIA ... FOR HAMBURG VIA PORTS	15th February
SAXONIA ... FOR HAVRE, BREMEN & HAMBURG	24th February
* SCANDIA ... NAPLES, LISBON, HAVRE & HAMBURG	18th March
SLAVONIA ... FOR MARSEILLES, HAVRE & HAMBURG	20th March
BRASILIA ... FOR HAVRE, BREMEN & HAMBURG	24th March
* HAMBURG ... NAPLES, PLYMOUTH, HAVRE & HAMBURG	5th April
BELGRAVIA ... FOR HAVRE & HAMBURG	19th April

NORTHERN PACIFIC LINE.

BOSTON S. S. CO. BOSTON TOWBOAT CO.
CONNECTING AT TACOMA WITH
NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA, B.C. AND TACOMA

VIA
MOJI, KOBE AND YOKOHAMA.

Steamers	Tons.	Captain	Sailing Date.
TREMONT	9,606	T. W. Garlick	On 23rd February.

* Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND
CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESSES.

The twin-screw s.s. "SHAWMUT" and "TREMONT" are fitted with very Superior
Accommodation for First and Second Class Passengers. The large size of these vessels ensures
steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried
in cold storage.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.

For further information apply to—
DODWELL & CO., LIMITED,
GENERAL AGENTS.
QUEEN'S BUILDINGS.
Hongkong, 5th January, 1907.

VESSELS ON THE BERTH

COMPAGNIE DES MESSAGERIES
MARITIMES.
FRENCH MAIL STEAMERS.

STEAM FOR SAIGON,
SINGAPORE, BATAVIA,
COLOMBO, AUSTRALIA,
ADEEN, EGYPT,
MARSEILLES, LONDON,
HAVRE, BORDEAUX,
MEDITERRANEAN
AND BLACK SEA PORTS.

THE Steamship

"TOURANE."
Captain Lancelotti, will be despatched for
MARSEILLES, on TUESDAY, the 19th
February, at 1 P.M.

Passage tickets and through Bills of Lading
issued for above ports and for Australia with
prompt transshipment at Colombo.
Cargo also booked for principal places in
Europe.

Next sailings will be as follows:
S.S. "AUSTRALIE" ... 5th Mar.
S.S. "TOKIN" ... 19th Mar.
S.S. "ERNEST SIMONS" ... 2nd April.
S.S. "POLYNESIE" ... 16th April.
S.S. "YARRA" ... 30th April.
S.S. "SALAZIE" ... 14th May.
G. DE CHAMPEAUX,
Agent.

Hongkong, 6th February, 1907.

"SHIRE" LINE OF STEAMERS.

FOR LONDON AND ANTWERP.

THE Steamship

"GLAMORGANSHIRE."
Will be despatched for the above Ports on or
about the 20th February.
For Freight and Further Particulars, apply to
SHEWAN, TOMES & CO.,
Agents.

Hongkong, 18th January, 1907.

AUSTRIAN LLOYD'S STEAM NAVI-
GATION COMPANY.STEAM FOR
TRIESTE AND DIRECT.

Calling at SINGAPORE, PENANG,
COLOMBO, BOMBAY, KARACHI,
ADEEN, SUZ and PORT SAID.
(Taking Cargo at through rates to the BRAZILS,
to PERSIAN GULF, RED SEA, BLACK SEA,
LEVANT, VENICE and ADRICATIC PORTS.)
THE Company's Steamship

"AUSTRIA."
Captain Bischoff, will be despatched as above on
or about SATURDAY, the 2nd March, P.M.
This Steamer has capital accommodation for
passengers, electric light and carries a doctor.
For information as to Passage and Freight,
apply to
SANDER, WIELER & CO.,
Agents,
Princo's Buildings.
Hongkong, 1st February, 1907.

REGULAR "TEAMSHIP" SERVICE

(WITH LIBERTY TO CALL AT MALABAR
COAST).
PROPOSED SAILINGS FROM HONGKONG.
FOR NEW YORK.
About
"MUNCASTER CASTLE" 19th Mar.
"LOWTHER CASTLE" 21st Mar.
For Freight and further information, apply to
DODWELL & CO., LTD.,
Agents.
Hongkong, 29th January, 1907.

TOYO KISEN KAISHA.

SOUTH AMERICAN LINE.

Regular Steamship Service between Hongkong,
CALLAO and IQUIQUE via JAPAN PORTS.
Will be sent to Valparaiso if sufficient inducement.

Steamers Tons To Sail.
"GLENFARROW" 4,700 March 26th, Noon.
"KABATO MARU" 6,100 April 25th, Noon.
Taking Freight and Passengers to other
Eastern and Western Coast Ports of South
America in connection with Steamers of the
Pacific S. N. Co.

The above Steamers have splendid Accom-
modation and are fitted throughout with
Electric Light. A duly qualified Surgeon is
carried on each boat.
K. MATSUDA, Manager,
York Building.
Hongkong, 8th February, 1907.

Cutler, Palmer & Co.'s

SPECIAL BLEND WHISKY.

SHIPPERS.
Cutler, Palmer & Co., London.
AGENTS
SIEMSEN & CO.,
HONGKONG.

